

**CITY OF SULTAN INDUSTRIAL PARK MASTER PLAN
NONPROJECT ENVIRONMENTAL REVIEW**

1) Background

- a) Agency and contact name, address, telephone, fax, email*

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- b) Designated responsible official*

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- c) Name of proposal, if any, and brief description.*

The City of Sultan Industrial Park Master Plan is intended to define public and private investment strategies necessary to transform approximately 360 acres of Economic Development and Highway Oriented Development zoned land into an efficient, attractive, and productive center of industrial and commercial businesses, and possibly, residential uses. The master plan is intended to guide the long-term development of the industrial park to deliver the vision of a local employment base of family wage jobs.

Sanitary sewer service for this area is now under construction, funded by a Local Improvement District and a grant from the US Economic Development Administration, Rural Development Administration and the Forest Service. Environmental review of this project was completed prior to construction. This review included:

- SEPA Checklist dated October 15, 1997,
- Economic Development Administration Biological Assessment dated March 22, 1999
- Joint Aquatic Resources Permit Application (JARPA) dated ____, 1998
- SEPA Declaration of Non-Significance (DNS) dated ____.
- NEPA Environmental Assessment (EA) dated July 27, 1999.

In addition, the City has received grant funding through the Snohomish Countywide T-21 Rural STP program which will support traffic analysis related to necessary SR 2 access and circulation improvements in the area.

- d) *Describe the jurisdiction or area where the proposal is applicable.*

The City of Sultan Industrial Park is a subarea located at the east end of the City. This land is zoned for commercial and industrial uses and is designated for such uses under the City of Sultan Comprehensive Plan adopted in 1994. Under the GMA (RCW 36.70A) the City has the responsibility to plan for growth within its boundaries. Figure 1, Vicinity Map, shows the subject area and Figure 2 Comp Plan Land Use Map (with the subarea highlighted.)

- e) *What is the legal authority or mandate for the proposal?*

The City is fulfilling the responsibility of GMA to follow the adopted comprehensive plan to provide for a healthy and viable community for its citizens. This Industrial Park Master Plan will be a detailed implementation “blueprint” for providing actions based on the Comprehensive Plan that will provide the City with local employment, tax base and livable environment.

2) Need and Objectives

- a) *Describe the problem to be addressed and the need for the action.*

93% of respondents to a recent City Labor Survey say it is important to create jobs within the City of Sultan. By providing family wage jobs the City will have a larger tax base along with a balanced sustainable community where people can live, work and shop instead of commuting to meet their needs.

- b) *Describe the primary objective(s) of the proposal.*

Providing jobs for our community is the primary objective of this proposal.

- c) *Are there any other objectives? If so, describe.*

Along with providing jobs there are other objectives that would be accomplished. This proposed project would create a commercial and industrial tax base for the community, while guiding development-harmonious with the natural features, maximizing developable land, and installing infrastructure and transportation improvements in a progressive way, concurrent with market demand. Development would occur in a consistent and unified approach instead of “piece-meal” parcel by parcel.

- d) *What are the current known or anticipated key environmental issues or areas of controversy or concern?*

Current and anticipated areas of concern consist of environmentally sensitive areas including Wagley's Creek and associated wetlands, operational traffic safety and congestion in the SR 2 Corridor and connecting arterials, impacts of the ESA 4(d) Rule and the resulting potential shortage of developable land for some property owners. These are addressed further in subsequent portions of this document.

3) Previous Documentation

- a) *Identify and briefly describe any similar or related plan, regulation, policy, etc. currently in effect governing this geographic area and that contains the means to further the primary objective.*

- City of Sultan Comprehensive Plan and associated environmental review, adopted October, 1994 (See Figure 3, Comp Plan goals and policies).
- City of Sultan Unified Development Code (including critical areas protection regulations) and associated environmental review adopted July, 1995
- Environmental review conducted for the L.I.D. 97-1 Project listed under 1 c) above.
- Sultan Basin Road Concept Plan dated June, 1999

The City of Sultan has implemented zoning districts that meet the intent of the adopted 1994 Comprehensive Plan for the commercial and industrial development of this area. The Comprehensive Plan is supported and based on prior public input and planning dating back to the Industrial Development Feasibility Study (dated November 1981) and the Town of Sultan Comprehensive Plan (dated November 1981).

The long-term planning of the Industrial Park (IP) is further reinforced by the construction of the sanitary sewer L.I.D. 97-1 and grant funding through the Snohomish Countywide T-21 Rural STP program to support traffic analysis related to necessary SR 2 access and circulation improvements in the area.

In addition, the City has prepared an economic analysis which describes market demand projections for retail, office, hotel, and manufacturing land for the next 20 years.

- b) *Is this proposal likely to result in an amendment to or replacement of such existing regulation, policy or plan? Briefly describe.*

This proposal may result in a Comprehensive Plan and zoning code amendments as well as design guidelines and other development standards.

c) *List any environmental documents (SEPA or NEPA) that have been prepared for items identified in 3a above. Identify the type of document, lead agency, and issue date.*

- Environmental Impact Statement (EIS) for the City of Sultan Comprehensive Plan, Lead Agency was the City of Sultan with an issuance date of May 23, 1994.
- Also, see 1 c) and 3 a)

d) *Do the SEPA documents in 3c adequately analyze any or all of the impacts from the alternatives being considered? (Impacts with previous adequate analysis need not be re-analyzed, but should be incorporated by reference into the NPRF.)*

Some of the impacts have been addressed generally in the environmental reviews described above, although the Master Plan will enable impacts to be analyzed and mitigation measures developed at a much more specific and detailed level than was possible for the Comprehensive Plan.

4) Alternative Approaches

Five categories of alternatives are being considered as means to achieve the objectives of the Master Plan. These include:

- Site Utilization Alternatives
- Land Use Allocation Alternatives
- Transportation System Development Alternatives
- Capital Finance Alternatives
- Permit Administration Alternatives.

The following discussion describes each of these and how they relate to each other.

Site Utilization

The Industrial Park area contains steep slopes, Wagley's Creek, and wetlands. The Sultan Unified Development Code (Section 16.10) contains regulations related to the protection of these resources. These regulations establish buffers and setbacks and other measures. One alternative is to consider the eventual build out of the area under these provisions. Another alternative is to consider using these features to create a park that would include a trail system and other facilities that would become a "high amenity" for employees and residents. One significant difference between these two approaches is that under the high amenity alternative, some lesser amount of land would be available for private development.

Land Use Allocation

The Phase One market analysis identified ranges of land demand for commercial and industrial development. No estimate of demand for residential land was made, but there apparently is a strong demand based on recent development activity within the City. Alternatives to be considered include 1) an emphasis on commercial (retail) uses along the SR 2 frontage with industrial uses “behind”; 2) an emphasis on industrial uses reflecting the conclusions of the market analysis; and 3) a balance of commercial, industrial, and residential uses.

The stakeholders’ group asked how it would be possible to enable a higher degree of mixed commercial and industrial uses within the area. The group believes that the highway frontage area should be preferred for retail commercial uses. However, some existing industrial uses exist along the highway. In addition, established industrial businesses within the area are concerned about the potential of creating conflicts if non-industrial uses are allowed to locate next to them resulting in complaints about noise, trucks, etc.

This approach would re-assign permitted land uses to the two zones to avoid conflicts either by outright location provisions, or through a more flexible design review and conditioning approach. General changes to the current code could include:

1. Prohibit residential uses in the ED and HO zones. Existing residences would be legal non-conforming uses.
2. Some uses currently permitted only in the HO zone are proposed to be added to the ED zone as outright permitted or conditional uses. This would create a richer mix of non-retail uses off of the highway, promoting development in the form of office or business parks.
3. Many of the retail commercial uses currently allowed in HO would be allowed under the condition that smaller establishments be part of planned retail centers which can be subjected to better design review guidelines for building and parking siting, landscaping, lighting and signage. Larger establishments could be “free-standing”, but still subject to design review. This would also discourage isolated development of small retail establishments that should be located along Main Street.
4. Some public uses would be conditional in the HO zone since they use land that is more valuable for commercial uses.
5. Wholesale/Storage/Distribution uses currently allowed in the HO zone would be prohibited.

Another consideration is to rezone at the northwestern portion of the area for moderate density (MD) residential uses. In such an action, we propose eliminating all hotel-, retail-, personal service-, and business/professional service uses from this zone in the area. Such uses should be concentrated at the base of the hill along the highway and not be diluted.

These two first categories of alternatives cover the physical arrangement of development within the Industrial Park. The following categories include the alternative means of implementing the plan.

Transportation System Development

Access and circulation within the area involves state, City, and private planning and funding. The long-term improvement needs of SR 2 will involve a combination of intersection and roadway improvements to address trips generated within the corridor as well as “through” trips. Highway frontage improvements will eventually involve pedestrian and storm water facilities, and possibly, frontage road to minimize individual driveways. Internal circulation within the area involves creating new streets that can serve development, potentially connect Sultan Basin Road and Rice Road, and intersect with SR 2 at appropriate locations. Alternatives to implementing the final system include “project-by-project” mitigation in which developers would be required to build streets or frontage improvements and/or pay mitigation fees that the City and state will use to construct incremental intersection and roadway improvements. Or, an area-wide comprehensive system-wide approach by the City, state, and property owners could be taken to prepare a corridor and street plan and implementation funding program. A third approach is for the state to develop a corridor plan for SR 2 in the near future while in the meantime, the City would manage the project-by-project approach.

Capital Finance

This category is very closely related to the transportation system alternatives. These alternatives are different methods for funding transportation, utility, storm drainage, and other improvements. One approach is to implement a development agreement process where each project would be subjected to a contract with the City that would spell out specific development requirements (beyond the code provisions) involving each applicant to prepare analyses in support of their proposal. A second approach is to develop an area-wide local improvement district (L.I.D.) and improvement plan that would set up a financing program based on property benefits. A third approach is for the City to establish a variety of development fees or system charges related to specific improvements.

Permit Administration

The final category of alternatives involves how the City handles development permit application review and approvals. One approach is for the current Unified Development Code to be amended to include “black-and-white” regulations for land use, critical areas, traffic, impact mitigation, etc. that would be specific to conditioning applications and assuring consistency with the Master Plan. A second approach is to create a flexible process of negotiation-based development agreements and binding site plan procedures using criteria and guidelines that would enable applicants and City staff to “customize” approval conditions.

a) *Briefly describe any legal or other mandate that requires a particular approach?*

The “planned action” provisions of RCW 43.21C.031 provide guidance for this approach which will enable the City to expedite permitting actions for projects that are deemed consistent with the Master Plan and whose impacts can be mitigated through regulatory means or other strategies contained in the Master Plan. It is anticipated that the Master Plan will contain recommendations for amendments to the Comprehensive Plan (policies, level of service standards, strategies), Unified Development Code (land use and subdivision requirements, height/bulk and scale requirements, critical area protection measures, development standards, and design review procedures), capital facilities needs and implementation strategies, and fiscal cost/benefit measures. These items will be used to establish thresholds of “acceptable” impacts that are mitigated by the adopted plan and regulations. Projects that can be planned, designed and constructed consistent with the Master Plan and implementing regulations should be exempt from further environmental review provided that applicants can support their proposals with sufficient analysis for the City to determine that the test for plan consistency has been met. A project application checklist will be used to direct each individual application.

Three categories of permitting actions are probable within the Industrial Park area: Land Use Permits, Site Development Permits and Building Permits. The objective of the Master Plan is to anticipate as many possible future types of applications and to provide means for the City and other permitting agencies to expedite approvals.

Land Use Permits

The Master Plan anticipates the following permits, either already part of the Sultan Unified Development Code, or to be added:

- Land Subdivision
- Planned Development
- Binding Site Plans
- Conditional Uses permits

Site Development Permits

- Hydraulic Permits for stream crossings
- Shoreline Substantial Development permits
- Wetland-related permits (JARPA)
- Highway access permits
- Clearing and Grading permits
- Drainage Permits (NPDES)

Building Permits

- Design Review
- Variances

b) *If there is no mandated approach, what type of approaches could reasonably achieve the objectives?*

See above response with mandates.

c) *Why was the approach presented in the proposal selected?*

The approach selected is a combination of the mandated processes with additional public input for stakeholders and community participation. As the project moves into Phase II, a technical committee for ESA or other key issues of concern may be established.

5) Public, Agency and Tribal Involvement

a) *Who are the known primary stakeholders?*

Primary stakeholders are the property owners (including the City), interested developers, and the City (as a regulating and permitting agency). In addition, the community has a vested interest and benefit.

b) *What other jurisdictions are involved and for what reason?*

City of Sultan	Lead Agency
Snohomish County Economic Development Council	Partnership
State Department of Community, Trade and Economic Development	Partnership/funding
State Department of Ecology	Partnership (SEPA Pilot)
State Department of Transportation	Partnership/funding
Permitting Agencies	Partnerships
<ul style="list-style-type: none">• State Department of Fish and Wildlife• State Department of Transportation• U.S. Army Corps of Engineers• Potentially other federal agencies	

c) *What types of processes will be used for soliciting, evaluating, and documenting inputs from stakeholders, agencies, tribes and the public?*

To date the following methods have been used to solicit input from the community, stakeholder and agencies:

- Labor Survey
- Informational mailings
- Individual meetings with, and surveys of property owners
- Public open houses and meetings
- Stakeholder meetings
- Project Team meetings
- Comment sheets at meetings

Future methods to be used include:

- Scoping
- SEPA Determination Issuance and Comment Period
- Circulation of draft and final master plans and environmental review documents.

d) **If different from above, briefly describe the processes used in addressing the public's and other interested parties concerns and comments?**

Additional processes may be used during Phase 2 and this section will be appropriately updated.

6) Existing Environment

a) *Generally describe the existing environmental landscapes (i.e., status or quality of ecosystem) likely to be affected if the proposal is implemented. Include a description of the existing environment where resulting "on the ground" activities may occur and adjacent areas and facilities likely to be impacted. The following should be included, as appropriate:*

- ◆ *Primary physical features*
- ◆ *Development level and infrastructure*
- ◆ *Percent impervious surfaces (approximate)*
- ◆ *Unique features, including historic and cultural sites, potential or existing critical areas, resource lands*
- ◆ *Endangered or Threatened Species in or near the area*

This is intended to be a general description of the entire area. Obviously each element such as traffic or drainage will have a broader or more specific geographic boundary. The City has prepared a Property Information Databank which contains site specific information for each of the parcels within the area. The Master Plan will also contain further detailed descriptions of natural and built features, utilities and transportation facilities, and market and economic factors influencing the area.

ELEMENT DESCRIPTION

Location The Sultan Industrial Park is the eastern portion of the City

lying east of Sultan Basin Road on the north and south sides of SR 2. The area is approximately 1.5 miles long (east-west) and 0.6 miles wide (north-south) Sultan is within Snohomish County and the Skykomish Valley. The planning area is also identified as Local Improvement District (L.I.D.) #97-1.

Land Use and Housing	Approximately 340 total acres exist within the area not including public rights-of-way. 45 acres are zoned for Highway Oriented Development and none of this land is developed. The remaining 290 acres are zoned for Economic Development, approximately half of these parcels area are constrained in some way (wetlands, Wagley's Creek, steep slopes, and poor or no access). Approximately one-half (~150 acres) of the parcels are undeveloped. The relative amount of existing impervious surface overall is low due to the undeveloped nature of the area. A few properties are currently developed as single family residences. The resident population of the area is estimated to be ____.
Transportation	SR 2 is the primary vehicular facility serving the area. Currently, Sultan Basin Road, Cascade View Drive (Cemetery Road), Sultan-Startup Road, and Rice Road intersect with SR 2. A baseline traffic study of the SR 2 Corridor has been prepared. The 1999 Sultan Basin Road Concept Plan provides further information regarding traffic flow in the area. Public transportation is limited to a County park-and-ride lot. Pedestrian facilities are minimal or non-existent.
Public Facilities	The City of Sultan owns a park and cemetery within the area.
Utilities	The City of Sultan is constructing sanitary sewer collection facilities. Limited water supply, electrical power and telecommunications facilities are located within the SR 2 right of way. Storm water management is currently handled on a site development basis. Storm water management within the SR 2 right of way is the responsibility of the WSDOT. Additional needs for these utilities based on area build out will be defined in the Master Plan
Topography	Features include an upper "bench" along the northern boundary of the area separated from the lower gentle plain by a steep bluff with slopes approaching 20%, approximately 80 feet above the plain. Wagley's Creek lies in a channel with varying bank slopes. SR 2 is generally level with the adjacent properties, although in some cases, the roadway is slightly elevated.

Soils	Predominate upland soils are gravelly and sandy loams. Hydric soils in wetland areas include peat and muck.
Surface Water	Wagley's Creek, associated wetlands, and tributaries are the most dominant "natural" environmental features within the area. The creek flows to the Skykomish River and is approximately 2.6 miles long from the headwaters north of the study area. The estimated average annual flow of the creek is 8-10 cubic feet per second (cfs). Bank heights of two to three feet are common. The flood plain of the creek is The flood boundary north of SR 2 is generally 100-200 feet wide. Inventory and delineation studies of these feature have been prepared as part of the L.I.D. 97-1 project. Wagley's Creek is a Class 3 stream requiring 100 foot buffers.
Wetlands	As part of the sewer L.I.D. project, wetland inventory and delineation analysis was conducted. 24 wetlands were identified in that work. Most of these are associated with the creek. Wetlands range from ¼ acre to nearly three acres in area. Most are Class 3 per both City and state Department of Ecology ratings. A few are Class 2 and Class 4. Additional upland wetlands exist in the area. Further reconnaissance to identify these is proposed as part of the Master Plan process.
Ground Water	Ground water levels in the immediate vicinity of Wagley's Creek fluctuate seasonally. During the wet season, the water table along the creek is near the surface. Ground water monitoring wells have been installed along the sewer main alignment.
Vegetation	The area contains a wide range of plant communities from open pasture to upland second growth forest. Wetland plants are found along the creek corridor and around the wetlands. Landscaped areas within developed properties include ornamental plants and trees.
Fish and Wildlife	The 1998 EDA Biological Assessment determined that the area was frequented by bald eagles which have a nesting site about 1,000 feet to the south. The assessment also found that coho salmon are known to spawn in the lower reach of the creek and that bull trout may occur in the vicinity although the fish passage and stream conditions are not supportive of habitat. No evidence of Chinook salmon was found. The National Marine Fisheries Service and the U.S. Fish and Wildlife Service concurred that the sewer project was not likely to adversely affect these species. Other wildlife in the area include small mammals, birds and reptiles common to forested and wetland environments.

Historic and Cultural Resources No significant resources are known to exist in the area.

(7) Broad Impacts

- a) *In meeting the primary objective (identified in 2b of this form) is it likely that the nonproject action will direct an agency to develop or construct projects? Describe.*

Sanitary sewer L.I.D. # 97-1 is under construction. The Master Plan will include recommendations for further development of utility and circulation projects within the area. These may be public, private or public/private partnership initiatives depending upon the outcome of the fiscal analysis. Concurrency requirements are expected to generate a program for City/State improvements to SR 2.

- b) *In meeting the primary objective is it likely that the nonproject action will encourage physical changes to the natural or built environment? Describe.*

The following is the draft vision statement which has been written to explain the general outcome of the Master Plan. The environmental review of specific plan elements (traffic generation, development regulations, permit requirements, etc) will describe potential impacts and mitigations associated with this envisioned development.

By 2020, the Sultan Industrial Park will be substantially developed with a mix of businesses including manufacturing, distribution, and technology-based industry; community serving and visitor-oriented retail and personal services; offices; hotels; recreational vehicle accommodations; and dining and entertainment venues. Buildings will house free-standing business establishments, business and industrial parks, and multi-tenant flexible space users. The upper terrace along the northern portion of the area will be developed for mixed office and/or medium density residential uses taking advantage of the views and access from Sultan Basin Road.

SR 2 will be a busy urban arterial providing both state highway functions as well as local access. The highway will be improved with intersection signals, turning lanes, curbs, gutters, and sidewalks. Access and egress serving businesses will be designed to serve multiple properties. An internal network of public streets will connect uses on the north side of the highway and provide for traffic circulation connections to Sultan Basin Road and Rice Road as well as to

signalized intersections with SR 2. These streets will be landscaped, providing for pedestrians and bicycles and connecting open spaces.

The natural environmental will be enhanced using the Wagley's Creek corridor and associated wetlands to create habitat and open spaces that will provide green relief from the intensely developed areas. Regional stormwater detention ponds will be integrated into this system using biofiltration to clean the water before it reaches the natural areas.

Buildings, parking lots, signage and landscaping will be designed to show a flexible but collective "look" of the area that will say "you have arrived in Sultan" to travelers passing through on the highway.

- c) *What is the location (geographic area) where changes will be directed or encouraged? Include the area directly affected, as well as adjacent or other areas where changes will be indirectly encouraged.*

The Industrial Park Master Plan area covers approximately 360 acres at the east end of the City of Sultan. Since the majority of the undeveloped land within this area lies to the north of SR 2, the majority of development would occur within this portion. This area also includes Wagley's Creek where development will accommodate the necessary buffers and setbacks to meet City, state and federal standards. The development of the area is also expected to encourage the further revitalization of the downtown commercial corridor along Main Street and SR 2.

- d) *Will this action constrain certain activities or development, but not preclude all activities or developments? Briefly describe.*

At this time it is unlikely that this action will constrain certain activities that would have otherwise been constrained. Current City buffer requirements for wetlands and streams will be used to protect these resources unless new state or federal requirements are adopted.

This action could have the effect of limiting some development options for some parcels. The intent of the Master Plan is to create a strong marketing image for the entire area that will promote a high quality of development. Resulting regulations and design standards will create an environment intended to "self-mitigate" project impacts by instituting impact thresholds and locational requirements for development features such as vehicular access, impervious surfaces, critical area buffers, storm water management, and signage.

8) Key issues/questions, alternatives, impacts and mitigation.

Definition: Key issues/questions are those for which the solution may limit the range of alternatives or commit the agency to take a particular direction and that could have adverse impacts to the environment.

a) *Identify key issue/question # 1. Land Use Management*

Total build out of the area is the key issue to be addressed by the Master Plan. This includes the mix of land uses, site development requirements and intensity of those uses, public and private capital investment necessary to finance the development, and protection of transportation system capacity and natural environmental resources as the development occurs. The Master Plan will address this issue by recommending changes to the Comprehensive Plan, Unified Development Code, capital facilities plan, and by introducing further decision tools that local officials can use to guide development.

Identify alternative solutions.

(1) How would each alternative solution likely direct, encourage or enable:

- i) New development?*
- ii) Redevelopment?*
- iii) Changes in land use?*
- iv) Changes in density of use?*
- v) Changes in management practices?*

Alternative solutions to this issue will involve avoidance, minimization, and/or mitigation of impacts within the context of the Comprehensive Plan and Unified Development Code land use designations and associated development regulations. The Master Plan alternatives will consider the development potential of all parcels and propose methods to deal with impacts related to access, utilities, building and site improvements locations, and other factors that could create impacts. The direction the process is moving towards is to enable mixed-use development throughout the area with a prime focus on retail along the SR 2 frontage. Potential conflicts between individual project-level developments would be addressed through design performance standards for building and parking location, landscaping, signage, and design.

The following factors have been identified as those that will be used to evaluate potential options and to also be used to create threshold measures for assessing development proposals.

ELEMENT	EVALUATION FACTOR	UNITS
HOUSING	Dwellings	Units & Households
SITE DEVELOPMENT	Parking	Stalls
	Impervious Surface	Sq. Ft. & Acres
	Landscaping	Sq. Ft. & Acres
	Building Coverage	Sq. Ft. & Acres
	Storage	Sq. Ft. & Acres
BUILDING	Gross Area	Sq. Ft.
	Height	Stories & Ft.
CIRCULATION	Trip Generation	Daily & Peak Hour Trips
	Streets	Lineal Ft. & Sq. Ft. ROW
	SR 2 Intersections	
UTILITIES	Water	Gal/Day - Main Ft.
	Sanitary Sewer	Gal/Day
	Power	
	Telecommunications	
STORM WATER	Volume	Acre-Ft.
	Detention	Acre-Ft.
	Treatment	
CRITICAL AREAS	Streams	Acres
	Wetland	Acres
	Steep Slopes	Acres
	Flood Plain	Acres
	Habitat	Acres
FISCAL	Employment	Jobs
	Tax Revenue	City, County, State, Schools, Port, etc.
	Public Services	City Police, Fire, Parks, General Government, Development Administration, etc.
	Capital Facilities	Initial Investment, Operations & Maintenance
	Finance	Bonds, Levies, Grants, Loans, LIDs, etc.
	Permitting	Fees

(2) *What are the likely impacts from the changes?*

WAC 197-11-444

Natural Environment

Earth - erosion

Air - dust

Water – surface and groundwater pollution

Plants and animals – loss of habitat

Energy and natural resources – increased utilization

Built Environment

Environmental health - unknown

Land and shoreline use – increased density/intensity

Transportation – increase trip generation and congestion

Public services and utilities – increased demand

(3) What are potential mitigation measures for these impacts?

Strategies including site impervious surface restrictions, stream crossing limits, buffers, and water quality measures will be considered. Impact fees may be used to fund mitigation measures associated with transportation, public services and utilities.

(4) Will the intent of the proposal still be met if these impacts occur?

What preliminary decision, if any, was made regarding this key issue?

Prepare the Master Plan using a parcel-level design approach to investigate development potential and related impacts on a discrete basis.

Which alternatives will be carried forward for further analysis?

For those alternatives not carried forward please describe why not?

b) Key issue/question #2 Access and Circulation

Roadway capacity of SR 2 will be absorbed by increased land use intensity.

Identify alternative solutions.

(1) How would each alternative solution likely direct, encourage or enable:

vi) New development?

vii) Redevelopment?

viii) Changes in land use?

ix) Changes in density of use?

x) Changes in management practices?

The solutions may include reclassification of the highway; reconfiguration of the roadway and its intersections with other facilities; and additional operational controls such as signals, speed limits, and turning movements.

3) What are the likely impacts from the changes?

WAC 197-11-444

Natural Environment

Earth

Air – increased air pollution around intersections

Water – increased run-off from impervious surfaces

Plants and animals

Energy and natural resources – depletion of fossil fuels

Build Environment

Environmental health

Land and shoreline use

Transportation – increased demand on the Highway to serve local access needs

Public services and utilities

4) What are potential mitigation measures for these impacts?

Phased roadway and internal circulation improvements that will provide additional capacity for vehicular circulation within and through the area. Development of this local job base will reduce current levels of commute trips on other portions of SR 2.

(5) Will the intent of the proposal still be met if these impacts occur?

To some extent as determined during the next stage of planning.

What preliminary decision, if any, was made regarding this key issue?

Engage in a cooperative planning process with WSDOT.

Which alternatives will be carried forward for further analysis?

To be determined.

For those alternatives not carried forward please describe why not?

Additional issues/questions will be formulated during scoping.

c) Key issue/question #3 Natural Resource Protection

Establishment of plans, procedures, and programs for appropriate identification, analysis, protection and enhancement of streams, wetlands, steep slopes, geological hazards, habitats, and other natural resources within the context of available public and private funding.

Identify alternative solutions.

(1) How would each alternative solution likely direct, encourage or enable:

xi) New development?

xii) Redevelopment?

xiii) Changes in land use?

xiv) Changes in density of use?

xv) Changes in management practices?

The solutions may include use of existing information and some limited additional analysis at the master plan level, then establishment of protocols for further analysis at the project level, all subject to as yet unknown federal and state requirements.

3) What are the likely impacts from the changes?

WAC 197-11-444

Natural Environment

Earth – increased disturbance

Air – increased dust during construction

Water – potential increases in the rate of run-off and degradation of water quality

Plants and animals – loss of habitat

Energy and natural resources – loss of wetlands

Build Environment

Environmental health

Land and shoreline use

Transportation

Public services and utilities

5) What are potential mitigation measures for these impacts?

Creation of project-level thresholds for impacts on natural resources which, if triggered, would require additional analysis and assessment to identify further mitigation measures beyond those established in the Master Plan and implementing regulations and standards.

(6) Will the intent of the proposal still be met if these impacts occur?

What preliminary decision, if any, was made regarding this key issue?

Prepare work scope for additional analysis to be conducted as part of the Master Plan process

Which alternatives will be carried forward for further analysis?

To be determined.

For those alternatives not carried forward please describe why not?

Additional issues/questions will be formulated during scoping.

THE REMAINDER OF THIS FORM IS EXPECTED TO BE FILLED OUT AND COMPLETED AT THE FINAL STAGES OF THE PROCESS.
